

IRON SHIP.

No. 20726 Survey held at LONDON Date, First Survey 21. July 1873 Last Survey 21. July 1873On the Tormentor "Gline" Yard Number 1 Master J. WelchTONNAGE under 2600.00 ONE, OR TWO DECKED, THREE DECKED VESSEL.Tonnage Deck 238.44 SPAR, OR AWNING DECKED VESSEL.Ditto of Third, Spar, or Awning Deck. 52.38 HALF BREADTH (moulded) 21.75 Feet.Ditto of Poop, or Raised Or. Dk. 52.38 DEPTH from upper part of Keel to top of Upper Deck Beams 37.55Ditto of Houses on Deck 52.38 GIRTH of Half Midship Frame (as per Rule) 57.00Ditto of Forecastle 52.38 1st NUMBER 108.3Gross Tonnage 2493.02 1st NUMBER, if THREE-DECKED VESSEL 108.3Less Crew Space 132.52 deduct 7 feet 101.3Less Engine Room 117.77 LENGTH 333Register Tonnage 2242.73 2nd NUMBER 337.32as cut on Beam 2242.73 PROPORTIONS—Breadths to Length under 8Depths to Length—Upper Deck to Keel 9:7Main Deck ditto 11:4Built at LONDONWhen built 1859 Launched 1859By whom built James Ship BuildersOwners John Morrison & CoPort belonging to LONDONDestined Voyage Madeira/Via Lisbon

If Surveyed while Building, Afloat, or in Dry Dock.

LENGTH	Feet.	Inches.	BREADTH—	Feet.	Inches.	DEPTH	Feet.	Inches.	Power of	Horse.	Nº. of Decks with flat laid
on deck as	333	—	Moulded...	43	6	top of Floors to Upper	34	2	Engines ...	400	Nº. of Tiers of Beams
per Rule	333	—	Do. do. Main Deck Beams	43	6	Deck Beams	34	2			4
Dimensions of Ship per Register, length	333	3	breadth	44	1	depth	33	9			
Keel, depth and thickness	42	3	Inches in Ship	11	3	Inches per Rule					
STEM, moulding and thickness	13	4		11	3						
STERN-POST for Rudder do. do.	14	6		11	6						
for Propeller	14	6		11	6						
Distance of Frames from moulding edge to	19	20									
moulding edge, all fore and aft											
FRAMES, Angle Iron, for 3/4 length amidships	0	4		3	4						
Do. for 1/2 at each end	0	4		3	4						
REVERSED FRAMES, Angle Iron	4	3		3	4						
FLOORS, depth and thickness of Floor Plate	30	3		26	3						
at mid line for half length amidships											
thickness at the ends of vessel	4	6		4	6						
depth at 3/4 the half-bdth. as per Rule											
height extended at the Bilges	5	4		5	2						
BEAMS, Upper, Spar, or Awning Deck	9	9		8	2						
Single or double Angle Iron, Plate or Tee Bulb Iron											
Single or double Angle Iron on Upper edge	3	3		3	3						
Average space	38	40		48	—						
BEAMS, Main or Middle Deck	11	4		10	2						
Single or double Angle Iron, Plate or Tee Bulb Iron											
Single or double Angle Iron on Upper Edge	3	3		4	3						
Average space	38	40		48	—						
BEAMS, Lower Deck, Hold or Orlop	10	9		10	2						
Single or double Angle Iron, Plate or Tee Bulb Iron											
Single or double Angle Iron on Upper Edge	3	3		4	3						
Average space	38	40		48	—						
KEELSONS Centre line, single or double plate,	4	2		3	7						
box, or Intercoastal, Plates											
Plat. Rider Plate	4	0		2	7						
Double Angle Iron Side Keelson	7	4		5	2						
Side Intercoastal Plate	4	2		3	2						
do. Angle Irons	4	2		3	2						
Attached to outside plating with angle iron											
BILGE Angle Irons	7	4		5	2						
do. Bulb Iron											
do. Intercoastal plates riveted to											
plating for length											
BILGE STRINGER Angle Irons											
Intercoastal plates riveted to plating for											
length											
SIDE STRINGER Angle Irons	7	4		5	2						
Transoms, material. Knight-heads. Hawse Timbers.											
Windlass											
The FRAMES extend in one length from											
to											
The REVERSED ANGLE IRONS on floors and frames extend											
KEELSONS. Are the various lengths of Plates and Angle Irons properly connected?											
PLATING. Garboard, double riveted to Keel, with rivets											
Edges of Garboards and to upper part of Bilge, worked clencher, double riveted; with rivets											
Butts from Keel to turn of Bilge, worked carvel, double riveted; with rivets											
Butts of Strakes at Bilge for length, treble riveted with Butt Straps											
Edges from bilge to Main Sheerstrake, worked clencher, double or single riveted; with rivets											
Butts from Bilge to Main Sheerstrake, worked carvel, double riveted; with rivets											
Edges of Main Sheerstrake, double or single riveted											
Butts of Main Sheerstrake, double riveted for whole length amidships											
Butts of Main Stringer Plate, treble riveted for whole length amidships											
Breadth of laps of plating in double riveting											
Butt Straps of Keelsons, Stringer and Tie Plates, treble, double or single Riveted?											
Waterway, how secured to Beams											
Beams of the various Decks, how secured to the sides?											
What description of Iron is used for Frames, Beams, Keelsons, Tie, and Stringer Plates, Outside Plating, &c.?											
Manufacturer's name or trade mark,											

The above is a correct description.

Builder's Signature,

Surveyor's Signature,

Workmanship. Are the butts of plating planed or otherwise fitted? *Appear to have been planed*
Do the edges of the carvel work and of the butts lay close together throughout their length without requiring any making good of deficiencies? *Yes*
Are the fillings between the ribs and plates solid single pieces? *Solid*
Do the holes for riveting plate to frames, butt straps, or plate to plate, &c., conform well to each other? *Yes / Very well where seen*
Are the rivet holes well and sufficiently countersunk in the plate and punched from the faying surfaces? *Yes*
Do any rivets break into or through the seams or butts of the plating? *a few and in the butts only*

Masts, Bowsprit, Yards, &c., are *Iron and Pine* in *Good* condition, and sufficient in size and length. If of Iron or Steel give
Scantlings of Plating, Angle Irons, &c., and further explain by a Sketch showing how the lower Masts and Bowsprit are constructed, showing
the number of Plates and Angle Irons, mode of riveting, quality of Materials, and if stamped with Maker's name.

State also Length and Diameter of Lower Masts and Bowsprit

Parque rigged, fore and main masts and the fore and main lower yards are of iron. The remainder are of wood. The Committee's sanction obtained for these lower anchors and chain cables not to be tested a second time.
(See letter to owner, 11 June 1873)

NUMBER for EQUIPMENT

N ^o .	SAILS.	CABLES, &c.	Fathoms.	Inches.	Test per Certificate.	In. req'd per Rule.	Test req'd per Rule.	ANCHORS, &c.	N ^o .	Weight. Ex. Stock.	Test per Certificate.	Wght req'd per Rule.	Test req'd per Rule.
		(Machine where Tested, date, and name of Superintendent.)											
	Fore Sails,	Chain ...	200	2				Bowers ...		38.3.24		40.0.0	35.20
	Fore Top Sails,		120	1 1/4				(Machine where Tested, date, and name of Superintendent.)		40.2.7		40.0.0	35.20
	Fore Topmast Stay Sails	Hempen Stream Cable	90	1 1/2				Stream ...		40.1.17		24.0.0	31.20
	Main Sails,	Hawser ...	90	9						23.2.5		15.0.0	
	Main Top Sails,	Towlines ...	120	8						14.3.2		7.2.0	
		Warp ...	120	6				Kedges ...		6.3.19		3.3.0	
		quality <i>Good</i>								4.0.18			

Standing and Running Rigging *pine and hemp* sufficient in size and *Good* in quality. She has *four* Long Boats and *four* others.
The Windlass is *Good* *Capstan* *Double drum* and Rudder *Good* Pumps *3* *Stanton's 7" pump and three in all compartments*

Engine Room Skylights. How constructed? *Iron frame and plate* How secured in ordinary weather? *Metals quadrants*
What arrangements for deadlights in bad weather? *Shutters with Pull's Eyes and tarpauline*

Coal Bunker Openings. How constructed? *Iron frame* How are lids secured? *Bunkers filled. Height above deck?*
Scuppers, &c. What arrangements for clearing upper deck of water, in case of shipping a sea? *from pockets inside of bulk butts head.*

Cargo Hatchways. How formed? *Built plate earling. Framings of iron and Teak.*
State size Main Hatch *12ft. 3ins x 12ft. 2* Fore hatch *8ft. 6ins x 5ft. 6ins* Quarter hatch *9ft. 10ins x 9ft. 1ins*

If of extraordinary size, state how framed and secured? *plate iron 29 x 1 1/2. Two fore and aft earling 12 x 5 Oak.*
What arrangement for shifting beams? *to receive and support the hatches.*

Hatches, If strong and efficient? *Yes. ledges 3 1/2 x 3 Rock elm top of Pine 1 1/2 thick*

Order for Special Survey No. _____ DATES of _____
Date _____ Surveys held _____
Order for Ordinary Survey No. _____ while building _____
Date _____ as per _____
No. _____ in _____'s yard. Section 18. _____
1st. On the several parts of the frame, when in place, and before the plating was wrought *Not*
2nd. On the plating during the progress of riveting *Built*
3rd. When the beams were in and fastened, and before the decks were laid *under*
4th. When the ship was complete, and before the plating was finally coated or cemented *Survey*
5th. After the ship was launched and equipped

General Remarks, *1169.1. Iron.*
It will be seen from this Report that the scantlings have been compared with the Rules of May 1871 for the 100 A Grade three decked. Furthermore she has been surveyed in strict accordance with the Rules Section 47 "Vessels not built under Survey and being now in a thoroughly efficient state, it is respectfully submitted that she be classed 100 A1 three decked and marked 5.5 to 3.73.
(See accompanying Report of Survey for repairs)
J.H.H.

State if one, two or three decked vessel, or if spar or running deck, and lengths of poop, fore-castle or raised quarter deck, or of double or part double bottom.

How are the surfaces preserved from oxidation? Inside *Asphalt and Portland Cement* Outside *Paint and Suller*

I am of opinion this Vessel should be Classed *100 A1* *Cement butter turn to load mark*

The amount of the Entry Fee ... £ *5* ... is received by me, *from these 10 guineas with Paint.*

Special ... £ *3* ...
Certificate ... £ *5* ...

(Travelling Expenses) (if any) £ _____

Committee's Minute *25th July 1873*

Character assigned *See report attached*

2019
Lloyd's Register Foundation
This vessel appears to be classed 100 A1 - Four decked